

CASE: 1129

=== ARCHIVAL RESEARCH INFORMATION ===

27 August 1993

MR. NGUYEN VAN HA RECALLED THAT IN EITHER 1969 OR 1970, PICKING UP A BROWN SKINNED U.S. POW OF POSSIBLE HISPANIC DESCENT IN CU CHI. HE INDICATED THE MANS NAME PHONETICALLY SOUNDED LIKE "RUH-GREE-GET". (REF 1)

JOINT TASK FORCE - FULL ACCOUNTING

BIOGRAPHIC/SITE REPORT AS OF 2 NOVEMBER 1993

===== BIOGRAPHIC INFORMATION =====

REFNO: 1130-1-01 (ACCNO 0967) Status: (K) REMAINS RECOVERED
Name: METZ, JAMES HARDIN Date Status assigned: 30 Mar 1977

Nationality	AMERICAN	Race	CAUCASIAN	Blood Chit	
Service	AIR FORCE	Sex	MALE	Blood type	A +
Grade	04	Hair	BROWN	Complexion	FAIR
SSAN	DATA	Eyes	GREEN	Weapon	.38 CAL PISTOL
Serial No	000031149	Height	69 in /1.75 mtrs	Weapon No	K616624
Birth date	12 Jun 1931	Weight	152 lb / 68.9 kg	Duty pos	PILOT
Home State	MISSOURI	Religion	PROTESTANT	PW Camp	#

===== SITE INFORMATION =====

	INCIDENT LOCATION (0)	LAST KNOWN LOCATION (1)
Site Type:	CRASH SITE	RESOLVED SITE
UTM:	48QXE484518	48QXE488529
Lat/Long:	173858N / 1062357E	173934N / 1062411E
Country:	NORTH VIETNAM	
Military Region:	4	
Mission Province:	QUANG BINH	
(formerly):		
Mission District:	BO TRACH	
Mission Date:	15 Apr 1968	
Mission Category:	3	2
Local Analysis:	None.	Near populated area.

===== JTF-FA ACTIVITY SUMMARY =====

Remains Repatriated: YES
Vessey Case: NO
Case type: DISCREPANCY
Survivability: (1) Out of the aircraft at the time of the crash

===== VEHICLE DATA =====

Vehicle Type:	F105D	Serial:	206
Crash Type:	Enemy action	Engine Type:	J7519W
Call Sign:	PANCHO 01	1 Serial:	P611961
Year:	61	2 Serial:	\$

===== SPECIAL CHARACTER KEY =====

= Item has been researched but data cannot be obtained.
\$ = Item is not applicable to this case.
@ or Blank = Data for item is unknown or not available.

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=== CIRCUMSTANCES OF LOSS ===

8 November 1975

ON 15 APRIL 1968 MAJ JAMES H. METZ WAS THE PILOT OF THE LEAD F105D, (#61-0206), IN A FLIGHT OF TWO ON A RECONNAISSANCE MISSION OVER NORTH VIETNAM. MAJ METZ' AIRCRAFT WAS OBSERVED TO BE ON FIRE, APPARENTLY HIT BY FLAK FROM 37MM ANTI-AIRCRAFT ARTILLERY FIRE. HE WAS ADVISED THAT HIS AIRCRAFT WAS ON FIRE AND WAS TOLD TO TURN TO THE RIGHT AND CLIMB, AS THE COAST WAS ABOUT EIGHT NAUTICAL MILES AWAY. ABOUT 15 SECONDS LATER (1500 HOURS), MAJ METZ WAS SEEN TO EJECT AT AN ALTITUDE OF 4,500 FEET, A GOOD SEAT SEPARATION AND PARACHUTE DEPLOYMENT WAS OBSERVED, WITH A STRONG PARACHUTE.

A BEEPER WAS HEARD SHORTLY AFTER THE PARACHUTE DEPLOYED, UNTIL ABOUT FIVE MINUTES AFTER THE PARACHUTE LANDED IN A TREE ON A HILLSIDE; (VICINITY OF GRID COORDINATES (GC) XE 488 529). THE ACFT CRASHED ABOUT 1 1/2 NAUTICAL MILES FROM THE PILOT'S LANDING POSITION. NO RADIO CONTACT WAS ESTABLISHED WITH MAJ METZ. SEVERAL PASSES WERE MADE OVER A ROAD ABOUT 400 FEET FROM THE PARACHUTE, BUT NO ONE WAS SEEN IN THE AREA. THE WINGMAN REFUELED AND RETURNED TO THE AREA WHERE THE PARACHUTE WAS LAST SEEN AND SEARCHED FOR ABOUT 30 MINUTES, BUT THE PARACHUTE WAS NO LONGER VISIBLE. DESPITE ATTEMPTS TO CONTACT MAJ METZ ON THE GUARD CHANNEL, NO COMMUNICATION WAS ESTABLISHED.

ON 16 APRIL 1968 "RADIO HANOI" REPORTED THE DOWNING OF AN F105 AIRCRAFT OVER QUANG BINH PROVINCE AT 1530 HOURS THAT DAY, AND ALSO REPORTED THAT THE PILOT HAD BAILED OUT AND WAS CAPTURED. (THERE IS POSITIVE CORRELATION OF THIS REPORT TO MAJ METZ). MAJ METZ NEVER APPEARED ON ANY OF THE DRV LISTING NOR IN THE POW CHAIN. (REF 2)

DURING THE EXISTENCE OF JCRC, THE HOSTILE THREAT IN THE AREA PRECLUDED ANY VISITS TO OR GROUND INSPECTIONS OF THE SITES INVOLVED IN THIS CASE. THIS INDIVIDUAL'S NAME AND IDENTIFYING DATA WERE TURNED OVER TO THE FOUR-PARTY JOINT MILITARY TEAM WITH A REQUEST FOR ANY INFORMATION AVAILABLE. NO RESPONSE WAS FORTHCOMING. MAJ METZ IS CURRENTLY CARRIED IN THE STATUS OF REMAINS RECOVERED.

=== REFERENCES ===

8 November 1975

REFERENCES: <1> RPT , 386TH TFW (CBPO-PA) AF FORM 484 W/STATEMENT 19 APR 68. <2> RPT , AFMPC/DPMSCB, W/ENCLOSURES, 15 MAY 75. <3> CDR JCRC, BARBERS PT. HI, 182202Z SEP 91. <4> CDR, JTF-FA/J2 280702Z OCT 93.

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=== NEGOTIATION ACTIONS ===

14 October 1976

ON 6 SEPTEMBER 1976 THE NORTH VIETNAMESE RELEASED A STATEMENT THAT THIS INDIVIDUAL HAD BEEN SHOT DOWN AND KILLED IN NORTH VIETNAM. ON 20 MARCH 1977, THE REMAINS WERE RETURNED TO US CONTROL AND SUBSEQUENTLY IDENTIFIED.

=== ARCHIVAL RESEARCH INFORMATION ===

26 October 1991

THE FOLLOWING INFORMATION WAS TAKEN FROM BO TRACH DIST. DOCUMENTS DURING THE 14TH ITERATION. "4. 1540 HRS, 15 APR 68; THE PEOPLE'S MILITIA OF PHU (TRACH), VAN (TRACH) AND HUAN 8TRACH VILLAGES) SHOT DOWN A 105; 1 105; 1 KILLED; ; CAPTURED ALIVE AFTER THE CRASH AND THEN DIED. THIS INFORMATION CORRELATES TO REFNO 1130, MAJOR JAMES H. METZ, A RESOLVED INCIDENT. THIS CORRELATION IS BASED ON LOCATION, AIRCRAFT TYPE, DATE AND TIME OF DAY. (REF 3)

1 November 1993

ON 17 DEC 92, THE SRV PROVIDED A DOCUMENT TITLED, "REGISTER OF U.S. GRAVES IN QUANG BINH PROVINCE". LINE ENTRY #02 CORRELATES TO REFNO 1130-1-01 BASED ON PILOT'S NAME, MONTH AND DAY OF BIRTH, SERIAL NUMBER AND INCIDENT DATE. (REF 4)